plane
GRUMMAN
news

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Report to shareholders: some problems, but future holds promise

The unexpectedly warm weather that bathed Bethpage on Thursday, May 20 may have influenced those who attended the annual Grumman Shareholders' meeting that day, for the "climate" inside was warm and friendly, and spiced a bit by humor. There was an air of relaxation that remained unshattered even during the serious accounts of business slumps and Congressional parsimony. Indeed, the tone was positive and optimistic.

Grumman Corporation Chairman of the Board Clint Towl and President Lew Evans shared the spotlight, though other officers were called on to answer questions from the floor relative to their areas of responsibility.

"Where have we been and where are we going?" was the thread running through the proceedings, from Towl's program-by-program account of the state of the Company to Evans' discussion of the F-14A Tomcat, its problems and its promise, its raison d'etre and current status.

With the aid of color films projected on a large-scale screen, the shareholders saw the flight of Tomcat No. 1, its difficulties as it headed toward home, and its crash, so very close to the landing strip. But despite that ball of fire, the men—Bill Miller up front as pilot and Bob Smyth in the rear seat as Missile Control Officer—came out uninjured because of the flawless seat-ejection system.

Lew, while admitting the crash was a setback, temporarily, saw no real difficulty in producing the 38 F-14As originally contracted for and getting them into the Fleet close to the scheduled date—and doing it at a profit. He then turned to some of the "misinformation" published in the press and seen on television, and tried to put to rest some misconceptions about Tomcat. For example, there were statements that Tomcat was suffering from a "weight growth" problem. He said that was erroneous, that F-14's weight growth was 1½ percent, which he termed "fantastic" in view of what happened on other aircraft, such as the six percent growth of A-6A.

Sets record straight

He cited other misinformation: that F-14 is a multimission aircraft, when in reality it's an air superiority fighter with added capabilities because of its avionics system and missile-attack features; that modification of some other present aircraft weapons system could do the job at less cost, though in fact there is no such "other plane" in any American aircraft stable; that F-14 can't match the best the Soviets have, though Tomcat is the only plane built to meet and to overcome the Soviet threat; the cost of the Tomcat had escalated unduly, though in actuality the increased price tag was the result of inflation and a general business down-turn—and he quoted Secretary of Defense Melvin Laird to support his contention.

He mentioned, too, that "the press has a right to print, and we have a right to correct their inaccuracies." (He added that we also have "the right not to buy a paper," a remark that triggered applause.)

In essence, then, Tomcat is healthy.

Many sound programs

Also healthy are some other aircraft, which Towl referred to. There's the E-2C Hawkeye, for example, and the EA-6B. First flight of the Hawkeye (the Navy's newest Airborne Early Warning and Control aircraft) came in January, two months ahead of schedule; and four of the EA-6B Electronic Countermeasures Intruders have been delivered to the Navy, with eight more to go this year.

In space, Towl remarked that "We were extremely pleased by the performance of Lunar Module No. 8, which flew the Apollo 14 mission in February." (Apollo 15 is scheduled for July.) He also alluded to continuing efforts on the Space Shuttle —and a new design concept that has piqued NASA's interest. (The last OAO, or Orbiting Astronomical Observatory, has been delivered to NASA's Goddard Space Flight Center and is to be launched in late '71 or early '72.)

All of this action, from Tomcat to OAO, is the work of Grumman Aerospace Corporation, and accounted for 93 percent of over-all Grumman sales and other income in 1970.

(Continued on page 4)

Zumwalt sees an expanding, more challenging role for Navy

A new Navy doing new things in new ways: That was the essential message of a talk by Adm. E. R. Zumwalt Jr., Chief of Naval Operations, before the U. S. Naval Test Pilot School Symposium recently. As he said, "The only boundaries of air and sea power are the limits of our imagination."

He began with the How of building this new Navy and emphasized that "Good management, like good leadership, is easily recognized after the fact, but difficult to predict with certainty.

"However, we must make the effort, since in today's climate, neither the military nor the aerospace industry can afford managerial mistakes. The unsavory effect associated with adverse publicity is bad enough, but it is a hard and real fact that there aren't enough resources available to waste through management error."

There's a need to run a tighter ship, and though the "school of hard knocks"' is essential, that "school" can be supplemented by courses, and he mentioned one, a new Weapons System Acquisition Management course. Its aim, said Admiral Zumwalt, is to "prepare officers to assume major systems management positions." And he made it clear that he believed that the "major weapons system program managers contribute as much to over-all Navy posture as do officers actively in tactical command."

However, said the Admiral, the system managers have not been accorded equal status, with two unfortunate results: Managers were "trapped" and not given deserved promotions "only because they are too good in the job;" and, seeing the inequity, many talented officers avoided the systems management field.

New routes to top

But things are changing and the lot of the systems manager will improve because of four things, observed Admiral Zumwalt:

"First, as a result of reduced numbers of ships, there will be less opportunity for command-at-sea.

"Second, to increase continuity, the remaining command tour lengths have been increased.

"Third, command selection and promotion boards have both been instructed to regard program management of a major weapons system or a major command ashore as equivalent in responsibility to a major command-at-sea.

"Most significantly, candidates for all these jobs are not drawn from a common reservoir of selectees at the same time, and our talent is thus being spread more evenly. . . . "

In short, the old traditional routes are no longer the only ones to the top.

In the offing, too, are new approaches to waging war at sea, such as, said Zumwalt, "a new small escort, hydrofoil patrol boats, the surface effect ship, new submarines, various surface-to-surface missiles, submarine launched missiles, the air-capable ship, and others. And he mentioned Secretary of Defense Melvin Laird's conviction that "our responsibilities in the Atlantic, the Pacific, the Mediterranean and other ocean areas will require construction of an additional nuclear powered carrier. . . . "

Admiral Zumwalt made a strong pitch for aircraft carriers, calling them indispensable when at war and a vital deterent when at peace. And he commented that "In these days of declining numbers of overseas bases there is no other substitute for this capability. . . . " He recalled the Middle East crisis and the day that President Richard Nixon, aboard the U. S. S. Saratoga, declared:

"The power and the mobility, the readiness of the Sixth Fleet in this period, was absolutely indispensable in keeping the peace in the Mediterranean."

The Admiral also pointed out "the most significant aspect of naval warfare in which we have distinct advantage over the Soviet Navy is in our ability to employ sea-based air power." That hardly removes the threat, though, said Zumwalt, because the Soviets are building VSTOL aircraft for limited local coverage and, in addition, are developing land bases in "client states" beyond Soviet borders.

Soviet threat

To counter the Soviet threat, says the Admiral, something new should be added: "the Sea Control ship. . . .

"As now defined, the Sea Control ship is an extremely austere 12,000-ton ship, configured in profile much like an LPH, capable of operating either VSTOL or helicopters and requiring no catapults or arresting gear. Enough helicopters would be carried to keep one aloft at all times for surveillance and early warning, with one or two for 'reaction' missions; and enough VSTOL aircraft to provide limited air defense, or permit limited strike against a surface target. Ship and aircraft would be designed as complementary subsystems, with maximum capability in weapons and sensors being placed in the aircraft, minimum in the ship."

To Admiral Zumwalt, "it is the right ship to support the Sea Control mission in the right time frame.

"The Sea Control ship, in conjunction with our existing and programmed forces, will give us the flexibility to respond with a wide variety of options to the many and varied threats which exist. Having these options available in

(Continued on page 5)

No. 2 Tomcat on first test flight at Calverton

"It was an absolutely clean flight from a systems standpoint," said deputy director of Flight Acceptance Bob Smyth of the first flight of Tomcat No. 2.

"We flew at between 120 and 240 knots," Smyth said, "and when we retracted the landing gear and flaps, it felt like it really wanted to go."

The flight lasted a couple of minutes short of one hour, though the plan was to fly for about 45 minutes. Everything went so well that Smyth, and Bill Miller in the rear seat, decided to stretch it a little. And why not? Tomcat No. 2 was doing so well that there was no question about its performance.

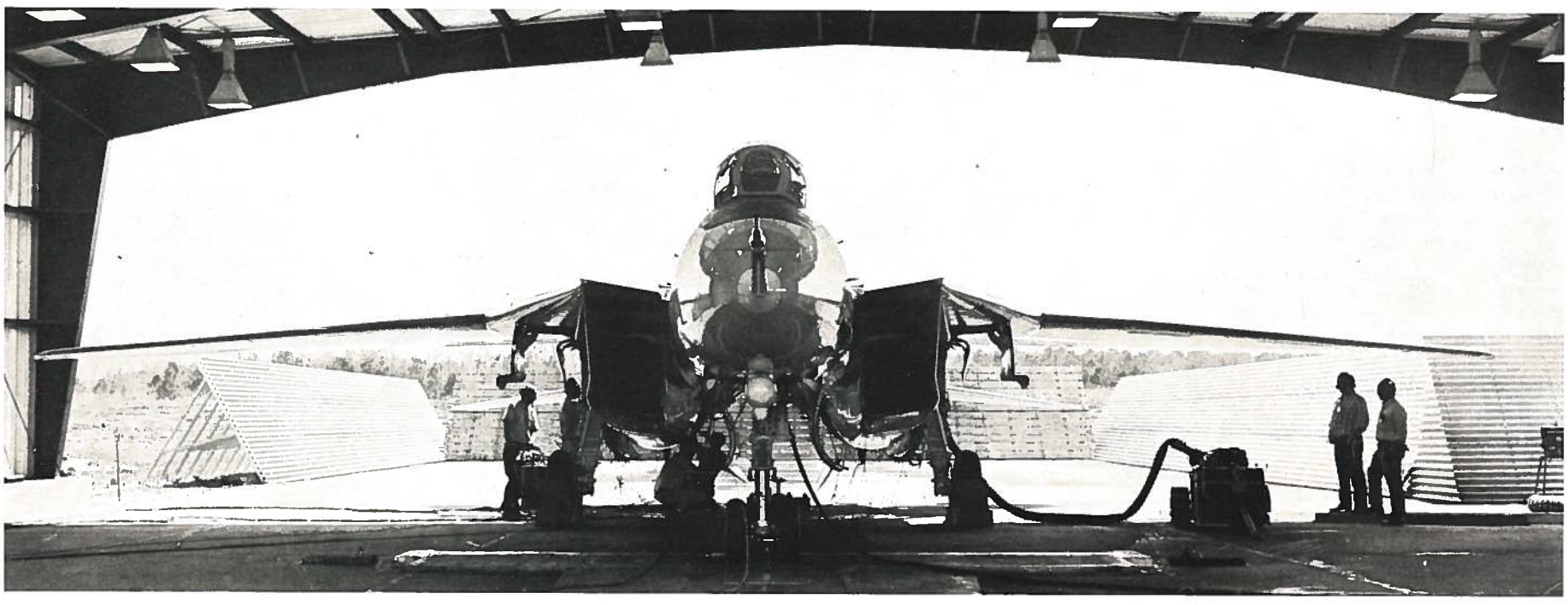
During the smooth flight—which one observer termed "virtually flawless, with nothing adverse" —Chief Test Pilot Chuck Sewell flew chase in an A-6A Intruder, and another Intruder was flying a photo mission. A third A-6A was on stand-by.

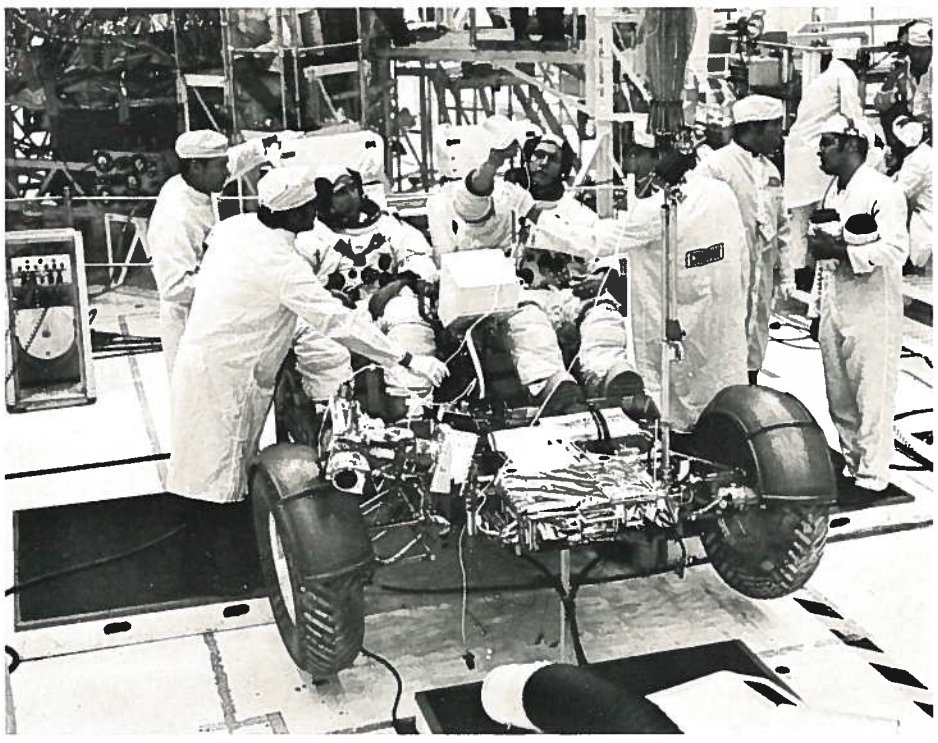
This was certainly no "window-dressing" mission. It was meaningful flight-test work, and the pilots and ground observers were delighted. In fact, they felt that Smyth's evaluation, "We're very encouraged," was a trifle short of the plaudits the flight deserved; but perhaps flight test pilots are generally given to understatement. An example: When Smyth was asked about Miller's reactions to the flight, he said, "I don't know; he's a quiet guy."

Those watching the television on monitors might have felt the prickle of excitement, the faster-than-usual heart beat, but apparentaly not so the pilots!

Not so, either, some of the F-14A team members. From a voice in Plant 15 came the words: "Its' flying, and it's supposed to be flying. Nothing unusual about that; we expected it. Now the thing is to get on with the flight testing."

True. The Tomcat performance went as planned; it flew beautifully and landed with an easy grace (and at a speed comparable to that of an A-6A carrier landing). Still. . . . some of us non-pilot types couldn't suppress a happy tingle or two. (Photo by Ken Bolton)





Test ride. **Although their trip isn't scheduled until July and it's a long way from the moon, Apollo 15 Commander Dave Scott (seated R) and Lunar Module Pilot Jim Irwin (L) try the Lunar Rover on for size during simulated tests at Kennedy Space Center. (NASA photo)**

Tom Kelly, new Aerospace V.P., sees Shuttle boosting space goals

Tom Kelly, deputy director of the Space Shuttle (Spaceplane) Program, was elected a Vice President of Grumman Aerospace Corporation on May 19. Sitting in his office in Plant 25 Space Center last week, he showed few battle scars for one who has been in the very forefront of space exploration and technology since Russia's Sputnik I fired his imaginatioin in 1957.

Kelly's association with Grumman started auspicioiusly in 1946, when he won a Grumman Engineering Scholarship. It paid his way through Cornell and gave him summer experience with Grumman in shop and engineering. He earned a Master's from Columbia and worked for Grumman until the Air Force called him for active duty at Wright Field, 1956-58. That first Sputnik helped to channel his ambition to learn more about manned space, and, to accumulate experience, he took off for the West Coast and a year with Lockheed Missile & Space.

Tom Kelly

Grumman won him back, and in 1960 he became project engineer on a Grumman manned space study. All Kelly's work and reading and studying helped Grumman get the Lunar (Excursion) Module contract in 1962. In early 1963 he became, at the age of 35, the LEM project engineer. The title of "Mister LEM" that subsequently got him so much newspaper publicity was not lightly come by; he was a strong and vocal proponent of lunar orbital rendezvous that turned out to be the pathway to the moon.

"I got my name in the papers, but an awful lot of people did most of the work," he says.

Stiff competition

Although it seems like forever in terms of ideas and calculations and conferences, Grumman's Phase A study for the Space Shuttle (Spaceplane) is only a year old, and the competition is formidable. Vice President Tom Kelly stays calm, and confident that the Grumman/Boeing team has developed the winning concept; an orbiter with external expendable fuel tanks, and heat sink booster. "Lighter, cheaper, simpler," he says. "We've made very encouraging progress in the last few months. We have whole-hearted support from Grumman management, and we're running hard and fast."

Asked, "What do you see for the future of space after the Shuttle?" he looked shocked. "We're talking about a 20-year program that will lead to the economical exploitation of space," he declared. "The Shuttle is not an end in itself; it's a means of lowering the cost of payloads in space, of getting the cost down for weather study, for environmental and ecological studies. It will make possible the retrieval and repair of satellites and innumerable scientific experiments."

Kelly spent a year at M.I.T. as a Sloan Fellow, 1969-70, and he has received the Technological Achievement Award from the Long Island Section of the American Institute of Aeronautics and Astronautics for his contributions to LM. In 1969 Nassau County's top award, the Distinguished Service Medal, was bestowed on him.

He and his wife, Joan, have six children: David, 16, Thomas Jr., 14, Edward, 12, Christopher, 10, Jennifer, 7, and Peter, 6. They live in Huntington.

Support sales force developing new concepts, broader markets

On the second tier of Plant 4 is a group of some 30 people whose task it is to develop new support concepts and new products — **and** to drum up new business in the Product Support Department. Over-all, the job is to support major Company programs as well as to provide so-called "independent" sales, which are not directly related in-house programs.

The "independent" part is a relatively new effort to furnish those outside of the Company with Grumman support systems, technology, management, commodities, and services.

"Our group of 30, which reports to Russ Schwarting, is part of the 2,700-man Support Department," says Joe Menniti, who heads the Marketing and Sales of Support Future Business. "Primarily, we support such major Company programs as the hydrofoil, Orbiting Astronomical Observatory, and so on. However, in the independent support area we're doing five to six percent of the Product Support Department's business. Product Support sales represent a significant part of Grumman Aerospace's business and our aim is to increase that percentage sharply."

Wide scope

Menniti points out that "new business" involves many different areas: market research and marketing, aircraft and spacecraft support, civil systems, special products, and advanced development. Part of the business is "captive" sales, or the marketing of systems and services that already exist in house—including, sometimes, modifications of products to meet customer needs. An example is a Radar Boresight Calibrator. Says Menniti, "We've sold 19 of them to LTV (Ling-Temco-Vought), a sale worth about $3 million. We have a lot of items in the Company that may be of use to some other outfits."

The other side of the house is "independent" future business, such as the Gun Boresight Kit (GBK) and the Weapons Release Test Set (WRTS). The GBK is a piece of support equipment used to align precisely the guns and the optical sight of an aircraft concurrently without the need for a range, and it's getting a lot of attention by both the Air Force and the Navy. The WRTS is a piece of line support equipment that's capable of providing a simultaneous rapid test of multiple aircraft weapons-release systems.

"In the works right now," says Dick Spinner, whose bailiwick is Space Support Sales, "are spin-offs. There have been some, such as the MICOT (Medical Intensive Care Operating Table) and the ESOT (Extra Systemic Organ Transporter), both of which add a new dimension of medical care. And there are vans for use in X-ray, cancer-detection, and hearing and eye diagnostic work. An active team in the medical area is headed by Dr. Roy Fagin, Plant 28. The opportunities may be endless."

Menniti also mentions another in-the-works development, the IVT (Inferential Value Testing) apparatus. He says that "the IVT permiits you to find out what parts of a system are bad without the need to go inside for measurement. That saves a lot of time, money, and irritation. Having this diagnostic device can be a boon to both commercial and military maintenance operations. We anticipate great results from this testing concept."

Underlying all of these activities, of course, is the basic concept of Grumman Support as Integrated Logistic Support (ILS). Vice President Ed Dalva, who heads up Product Support, says that the military rationale is "to give

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Complete first HU-16 in Chilean program

The first Fuerza Aerea de Chile (FACH) anti-submarine warfare Albatross to complete its Inspection and Repair As Necessary (IRAN) program at Grumman's facility at Stuart, Florida, was flown back to Chile recently.

The Chilean Air Force received six HU-16B/ASW Albatrosses in 1962 under a U.S. Air Force Military Assistance Program. The amphibians operate in coordination with the Chilean Navy in ASW missions along Chile's extensive coastline, and have a secondary mission of search and rescue.

The first of FACH's six ASW Albatrosses flew into Stuart in November 1970; the last will be completed in February 1972. At Stuart, all of the aircraft, including their ASW electronic systems, are to go through the IRAN program.

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Editor
Brian Masterson
Associate Editors
Claire Imrie
Al Wehren
Ads, Distribution
Dorothy Zeeb
Official Photographers
Presentations Services
Telephone
Plane News: 3293
Plane News from outside line: LR 5-3293

Towl reviews new business

(Continued from page 1)

That's not to imply that that's **all** Grumman Aerospace is doing. Towl comments that:

"Under the heading of new business, Aerospace very recently signed a contract with the New York Department of Marine and Aviation for a technical feasibility study of a city-to-city commuter service utilizing amphibian aircraft operating from a downtown hydroport."

On the front burner, too, are two subcontracts. SEA-TAC, which involves designing and manufacturing train-style car bodies for the Westinghouse transit system at the Seattle-Tacoma airport and, second, the design and fabrication of engine nacelles for France's Dassault Falcon 10 aircraft.

The role of Grumman subsidiaries was on Towl's mind, too. Grumman Allied Industries, Inc., "is very actively pursuing plans for marketing their modular building concept in industrial, commercial, and institutional areas." And of course, Pearson Yachts are moving, and Olson Bodies are selling.

"Then there's Grumman Data Systems Corporation, which has on-line accounting systems for the Bethpage Aircraft Federal Credit Union at Grumman and the Suffolk County Teachers Credit Union. Grumman Ecosystems, using two specially-equipped aircraft, is doing airborne surveys in Alaska, Greenland, Newfoundland, Maryland, and New York, as well as elsewhere.

Grumman International has racked up more than a million dollars in the overseas sale of spare parts for the Tracker and Albatross, helped in the sale of a Gulfstream II to the Republic of the Cameroons and another to Vipair, Italy; and got an overhaul contract for six Albatrosses owned by Chile.

Declining sales

It's not all honey and cream, though. Government spending has declined, and with a still-shaky economy, the Company sees a 3,000-people reduction in workforce (which was announced last January) and the vacating of some 160,000 square feet of leased space—with the possibility of vacating a further 422,000 square feet in leased facilities. Net earnings for the first three months of this year are down 14 percent as compared with the comparable period last year, and net sales are off 12 percent for the same period. It's still belt-tightening time.

Yet, as Evans said at the Shareholders meeting, Grumman "has a very solid base." And he said the Company "has the finest employees and citizens." In his words, and Towl's, was the unmistakable undercurrent: Things will get better.

Shareholders get preview of future systems

When a shareholder walked past the F-14 mockup, the Lunar Module, a Pearson yacht, and some Grumman Allied vans, all stationed outside of Plant 4's Hangar 3, he went inside to find an exhibit area filled with models, representatives, materials samples, and brochures—showing just about everything that Grumman is doing and planning for the future.

Grumman "tour guides" were on hand to explain the use and intricacies of the products, and in some instances, tapes "spoke" the message of the display. As one shareholder (who wanted to be identified only as "an oldtimer") viewed it, "This is the best exhibit I've seen for a stockholders' show here."

For range and quality it certainly had to rank high.

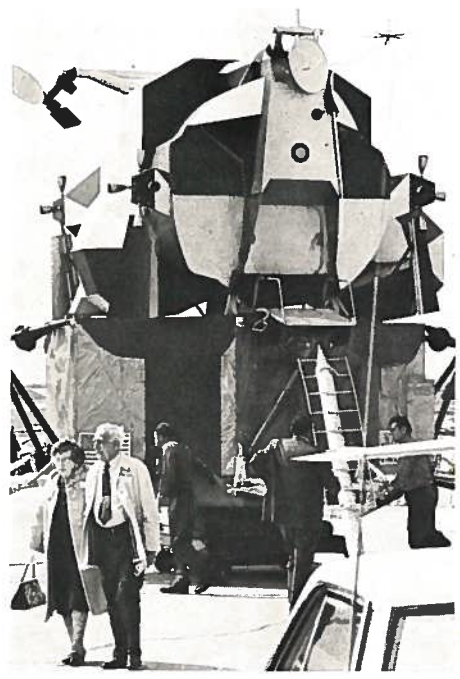
One area that attracted a lot of close viewing was a model of an aircraft carrier, done in great detail, and the types of aircraft on the flight deck. As the tape rolled, each model aircraft was identified and its mission spelled out. In an easy and demonstrable way, it made Fleet aircraft operations comprehensible. Now one had a grasp of the multiple missions involved and how aircraft are in fact deployed: A-6A and A-6E Intruders, KA-6D tankers, EA-6B countermeasures aircraft, and so on.

That same sort of "you are there" clarity was evident in the Space Shuttle models and the OFT (Operational Flight Trainer) arrangement, among others.

In the rundown, there were noteworthy features. There was a line-up of models of Soviet aircraft, Foxbat, Fiddler, Flagon A, and Fearless. In a large bay was Marine/Ocean Systems, showing the military hydrofoil Flagstaff, the submersible Ben Franklin, etc. Ecosystems' display featured photos and captions on an airborne magnetometer (AN/ASQ-10A) modified for geophysical surveying; shots of survey work done at Prince William Sound, Alaska, to establish environmental safeguards; and waterway outfall detection pictures done under contract with the New York District of the U. S. Corps of Engineers.

Also drawing attention were: a Grumman Allied model of a modular home; Grumman Allied models of B-100 buses; a Data Systems display that included computer output microfilming, xerography, and training; panels on Production Technology, Corporate Safety, Quality Control, and Advanced Space Systems. Also, there were features on Satellite Astronomy, High Energy Physics Experiments, Advanced Aircraft Systems, and a section entitled Aerospace Technology Serving Man in Civil Sector—an area highlighted by TAC-V, TAC-RV, STOL, V/STOL, and a New York hydroport concept.

With time, a shareholder could get more than a peek into the active, churning world of Grumman Corporation and all its subsidiaries.



Plan further appeals to Hanoi for improved care of P.O.W.s

Have you forgotten?

Has it slipped out of your mind that somewhere in Southeast Asia there will be many American fathers unable to communicate with their wives and children. . . . because they are in prisoner of war camps?

How many prisoners are there? Under what conditions do they live? Are they held incommunicado? Are they threatened, abused, beaten? Do they have medical care? Do they receive mail? Is there anything they can do but suffer mental anguish, perhaps in silence, without even knowing whether there are people back home who care, and are striving to do something for them?

Does Navy Lt. James Connell — sketched on page 12 by Fred Haul of Presentations Services—know that thousands and thousands of Americans are trying to pull him and his fellow victims out of the hell-pit of incarceration?

As earlier, Grumman people, along with many, many others, are working for the humane treatment of our prisoners of war. The campaign that was launched here last summer under the co-chairmanship of Muriel Leighton and Jim McEnaney got an enthusiastic response, it has not been dropped or set aside. Muriel and Jim and all of the people who have pitched in to help them are still working, hoping to make a dent in the wall of communist obstinacy. "There are signs we're making an impression on them," Muriel observes.

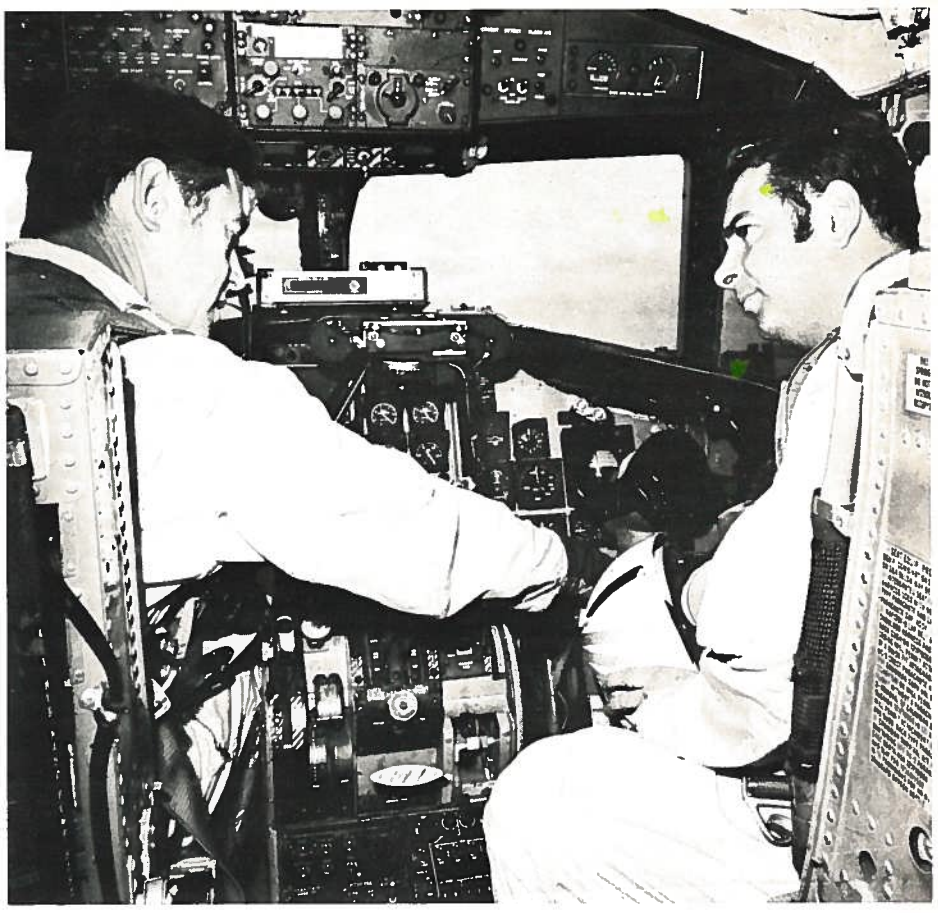
The key issue—as it has always been —is to pressure the North Vietnamese into complying with the Geneva Conventions, **whch they signed.** Article 13 of the Conventions reads, in part:

"Prisoners of war must at all times be humanely treated. An unlawful act or omission by the Detaining Power causing death or seriously endangering the health of a prisoner of war in its custody is prohibited and will be regarded as a serious breach of the present Convention."

That's it in a nutshell.

So, what can we do? Well, for one thing, on next Tuesday petitions will be available at Employee Services, cafeterias, and reception desks. The Grumman Ex-Service Men's Club are going to provide orange-on-black bumper stickers bearing the message, "Americans don't forget prisoners of war."

And more will be done—with your cooperation. It's a good thing to be thinking about. . . . with Father's Day coming up.



Hawkeye chief. **Tom Guarino (R), director of E-2C Program, took time out from office duties a couple of weeks ago to get in a little flight time with pilot Bill McFarland. They're preparing for test hop on Hawkeye, Navy's newest airborne early warning system. (Photo by Bob Settles)**

CALENDAR of events

Notice of events for period June 11 - 25 should reach Plane News by **Wed., June 2.**

Amateur Radio Club: Wed., June 16, WA2LQO radio shack, roof of Plant 5, ARRL Field Day Plan. Emmett Goodman, Ext. 87125.

Amer. Weld. Soc.: Thurs., June 10, 6:30 p.m., Murant's Sea Food House, Hicksville, reg. monthly mtg. John Platania, Ext. 2021.

Chess Club: Tues., 5 p.m., Plt. 3 Cafe, tournament, games. Alex Ikonnikow, Ext. 7592.

Coin Club: Wed., 12:05-12:50, Plt. 25 Vendor Conf. Rms. Ken Hale, Ext. 1936.

Dance Club: Every Tues., 8:30-10 p.m., St. Francis of Assisi, Northgate & Clay Pitts, Greenlawn, ballrm. danc., $2/session. Len Luke, Ext. 9682.

Duplicate Bridge Club: Thurs., 5:45 p.m., Plt. 3 Cafe, reserv. not required, partnerships arranged. Pete Harrington, Ext. 1812.

Ex-Servicemen's Club: First Mon. of month, 7:30 p.m., Plt. 28 Audit., exec. & gen. mtg. Al Kordula, Ext. 87259.

Fenc. Club: Fri., 5 p.m., Plt. 30 Cafe, competitive fenc. & instr. Joe Campisi, Ext. 1134.

Flying Club: Fri., June 4, 5 p.m., Plt. 28 Audit., month. mtg. Tom Castner, GAC, on "Flt. Test in France." M. Gerry, Ext. 1396.

Horseback Rid. Club: Every Sun. Caren Carlson, Ext. 2725.

Huntington Toastmasters Club: Mon., June 7, 8-10 p.m., Allstate Bldg., Melville, Internat'l., educational public speak. T. Campbell, Ext. 3152.

Ski Club: Wed., June 23, 8:30 p.m., Holiday Manor, Hicksville Rd., Bethpage. Bill Flynn, Ext. 1823.

Stamp Club (Bethpage): First 3 Wed. of month, 5 p.m., Plt. 30 Cafe., swapping, circuit bk. sales, auctions. Marty Harow, Ext. 9172.

Wgt. Watchers: Every Tuesday, 4:45-6:45 p.m., Plt. 28 Audit. Mimi Ackerman, W. W. lecturer. Lee Badalamenti, Ext. 2171.

Lang new head of Procurement Management

Dave Lang has been named to head a new Procurement Management function for Grumman Aerospace, with Material, Subcontracts, Computing Management, and Property Management directors reporting to him. He will report to John O'Brien, Administrative Vice President.

As O'Brien explained it, the purpose of Procurement Management is "to increase the total management effectiveness of our procurement of material, systems, structures, and services, and to insure proper emphasis on the efficient handling of the property acquired by the Company in the performance of our contracts.

"Dave Lang is appointed also to the Source Selection and Make or Buy Committees."

In Lang's words, "In Grumman Aerospace as in many other corporations, over 50 percent of the sales dollar is spent on outside procurement — for goods, services, systems, and equipment. Handling of these in a manner that supports the progress of the Company in its effort to maintain profits can be a substantial contribution to the Company's total well-being."

Lang joined the Company in February and now has his offices on the mezzanine of Plant 5. His extension is 1220.

Former NASA man

He came to Grumman from the Manned Spacecraft Center in Houston, where he was associated with the National Aeronautics and Space Administration for almost 10 years. He started with the Space Task Group at Langley Field and later became director of Program Control and Contracts. Before that he was with the Air Force at Wright Field, primarily in procurement work.

"The LM spacecraft development effort performed by Grumman was one of the outstanding accomplishments of the entire space program during the decade of the sixties," he said. "Grumman and all of its people have the right to be proud of their record on that program."

Lang is a graduate of Ohio State University in Business Administration and he holds a Master's degree from the University of Oklahoma. He was a B-29 pilot and flight instructor during World War II and was recalled to active duty during the Korean conflict. Asked if he likes to travel, he replied, "Not if I can help it," but then he hedged on that a little, because his family is divided between north and south. His two married children live in Texas and his youngest daughter is a freshman, studying journalism, at Sam Houston State University in Huntsville. Lang and his wife have moved to Huntington.

Dave Lang

Zumwalt . . .

(Continued from page 2)

more units will provide us with the mobility to respond with a credible force over wider areas.

"We are not ready to concede the high seas to the Soviet Navy; but, we're going to have to work hard to counter the momentum built up by them during the last decade."

He concluded by saying:

"It will take talented people to develop these systems.

"It will require dedicated managers to convert ideas into hardware.

"It will take educated officers and men to test and evaluate the new technology.

"It will require resourcefulness, imagination, and a strong base of well-educated management personnel to bring in these systems on time and under budget."

Tips for Dad's day

Uncertain about what to give dad for Father's Day? (It's coming up, you know, on Sunday, June 20.) Why not drop around to an Employee Services Office? There you'll find a number of possible gifts including luggage, attaché cases, tie tacs, etc.

For further information, call ESO headquarters in Plant 2, Ext. 3391.

J. F. Michel
F-14 Mgmt.

S. P. Zaluska
Sm. Pts. Fab.

R. M. Johnson
St. Pts. Assem.

G. W. McCauley
St. Pts. Assem.

A. Rose
Ordnance

A. C. Zolek
Production

L. Greene
Prod. Cntrl.

W. C. MacLaury
Prod. Admin.

W. F. Hoehn
Prod. Cntrl.

Anniversary roster boasts many who spurred Company's growth

A new service record is being set this month, with the number of 30-year anniversary personnel overtaking the Silver Anniversary group. During May 26 men will complete three decades with Grumman; one woman and 23 men will mark 25 years with the Company.

The following are receiving 30-year pins:

PLANT 1: Salvatore Tine, Instrument Test.

PLANT 2: John A. Kost, Router & Shear; John Javorowsky, Hydraulics; John A. Hubert, Spares; Emanuel Schaarschmidt, Tool Fabrication; Sidney C. Cowen, T/M Engineering.

PLANT 3: Henry R. La Flamme, Machine Shop; Edwin M. Daum, Alodine; James P. McCullagh, Product Manufacturing.

PLANT 4: Frank J. Massoni, Final Assembly; William R. Richards, Flight Transportation.

PLANT 5: Peter P. Slowik, Machine Shop; Arthur Cervenka, President's Staff.

PLANT 7: George A. Fileman, Plant Management.

PLANT 14: Harry W. Vreeland, Electrical Engineering.

PLANT 17: John H. Miller, B/P & Off-Site Warehouses.

PLANT 20: Lawrence A. Calissi and Wilbur A. Gerard, Transportation.

PLANT 27: James F. Morgan, Sub-Assembly; Fred Dietz, Facilities Maintenance.

PLANT 30: Cecil L. Davis, Contract Termination.

PLANT 34: Joseph F. Engel, Equipment Lines; Nicholas J. Scobbo, director of Field Service.

PLANT 35: Montague H. Lamb, Contour Development.

PLANT 80: Charles E. Hopke, Product Support.

PLANT 85: John Montalto, Product Support.

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The Silver Anniversary roster:

PLANT 1: John F. Michel, F-14A Program Management.

PLANT 2: Stanley P. Zaluska, Small Parts Fabrication; Ralph M. Johnson and George W. McCauley, Steel Parts Assembly; Anthony Rose, Ordnance; Anthony C. Zolek, Support Equipment Production; Leonard Greene, Production Control; William C. MacLaury, Production Manufacturing Administration; William F. Hoehn, Production Control; Donald J. Kelly, Controls.

PLANT 3: Harold Sietas, Small Parts Fabrication; Frank Crossman, Machine Operation.

PLANT 4: Alf H. (Harry) Ramberg, Product Support Management.

PLANT 5: Samuel B. Rogers, Operation Analysis Management; Chester R. Engvaldsen, Flight Data, Administration; Arthur L. Kindt Jr., S/CAT Engineering.

PLANT 6: Edward E. Avery, Production Control.

PLANT 7: Camillo A. Kemper, Flight Development; Edwin J. Rath, Production Control.

PLANT 25: Robert S. Specht, Project Engineering.

PLANT 27: Byron R. Howard, Production Control.

PLANT30: Muriel V. Ball, Contract Revenue.

PLANT 35: William C. Schoen, Mission Analysis.

PLANT 77: Kenneth F. Phillips, Material Control.

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One woman and 70 men celebrate 20 years with Grumman:

PLANT 1: Albert J. Frisbie and Edward Biedrzycki, Sub-Assembly; Robert E. Greif, Fuselage Forward; Mary E. Shannon, Office Management; Warren Frank, Machining Engineering.

PLANT 2: Julius A. Brescia, Small Parts Fabrication; Alvaro J. Adams, Heat Treat; William Biggers, Parts Paint; Sam Hoenig, GSE Mechanical; John Kenny, Controls; Dominick Rullo and Luther S. Edwards, Steel Parts Assembly; Thomas Malloy, Hydraulics; Harry W. Strembel, Propulsion Test; Henry R. Cushing, Production Controls; Henry J. Hubbs, Industrial Engineering; Matthew Daniels Jr., T/M Engineering; Charles M. Kinnison, Presentations Services; Richard L. Johnson, Inspection - Mechanical.

PLANT 3: James S. Washington, Small Parts Fabrication; Louis Soluri, Wing Sub-Assembly; George Slovik, Fuselage Assembly; Ralph J. Longo, Hydraulics; Lloyd G. Wright, Honeycomb Preparation; Louis Ferraro and Jim L. Bones, Facilities Maintenance.

PLANT 4: Mario S. Martire, Final Assembly; Dominic R. Buffalino, Production Control; Edward G. Turner, Facilities Maintenance.

PLANT 5: William C. Schaefer and John F. Lehn, Surfaces & Assembly; Vincent Damiani, Facilities Maintenance; Alfred A. Grillo, Maintenance Industrial Control; Robert F. White, Model Design.

PLANT 6: Robert H. Renison, Ordnance; Theodore Plumeau, Instrument Aircraft Test; Walter J. Rotermund, Avionics Installation; John W. Eccles Jr., T/M Method Engineering; Thomas W. Sirianni, Intra-Plant Transportation; Paul Malguarnera, Tool Fabrication; Robert W. Spall, Facilities Maintenance.

PLANT 10: Robert W. Mayer, QC Quality Engineering.

PLANT 14: John C. Bednar, Hydraulics.

PLANT 16: Jacob T. Amann, Tool Fabrication.

PLANT 20: John Lofano, Transportation.

PLANT 25: Saul Ferdman, director, Advanced Space Programs.

PLANT 27: Joseph Schneider, Plexiglass; Melvin C. Merkle, Sub-Assembly; Thomas E. Slouck, Major Assembly; Wilbert H. Harmon, Sub-Assembly; Albert J. Cazaurang, Center Section Sub-Assembly; Edward T. Carney, Fuselage Joining; Joseph Mignone Jr., Sub-Assembly.

PLANT 30: Charles Bochicchio and Alphonse M. Silvestre, Inventory Control; Morris Kohn, General Purchasing; Michael P. Mustapich, Product Support; Lester A. Grey, Maintenance Administration.

PLANT 33: Henry F. Finnegan, Electronic Fabrication; James M. Wider, T/M Engineering.

PLANT 34: Kenneth E. Erland, James W. Fischer, and Raymond J. Frost, Product Support; Norman T. Ritter, Field Service; John J. Hughes Jr., KA-6D Program.

PLANT 35: Joseph Nassir, Special Projects.

PLANT 38: Bernard Kreuter, Product Support.

PLANT 55: John P. Nakelski, Pre-Flight.

PLANT 77: Gardner H. Sidway, Industrial Engineering.

PLANT 83: Frank J. Cuzze Jr., KSC Logistics.

PLANT 88: Daniel J. Case, Support.

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Twenty-two men and three women will receive fifteen year pins in May:

PLANT 1: Ronald J. Small, Structural Designers.

PLANT 2: Otto A. Vollmerhause, Tool Fabrication; Robert J. Hrubes, Facilities Maintenance; Rosemarie V. Gusette, Medical.

PLANT 3: Harold A. Auer, Honeycomb Final; Alden L. Melanson, Engineering Material Rev.

PLANT 5: Marion A. Paul, Avionics Management; Daniel J. Purcell, Contracts.

PLANT 6: Thomas Griffiths, Government Material Control.

PLANT 7: Carl E. Kupke, Flight Development.

PLANT 8: Anthony R. Ruffini, Flight Avionics.

PLANT 11: Anthony F. Mollo, Tool Fabrication.

PLANT 14: Walter J. Beckwith, Facilities Maintenance.

PLANT 15: Joseph F. Garraffa, F-14 Subcontract Management.

PLANT 21: William A. Lycoff, B/P & Off-Site Warehouses.

PLANT 27: Charles V. Brown Jr., Sub-Assembly.

(Continued on page 10)

D. J. Kelly
Controls

H. Sietas
Sm. Pts. Fab.

F. Crossman
Mach. Ops.

A. H. Ramberg
P/S Mgmt.

S. B. Rogers
Ops. Analysis

C. Engvaldsen
Flight Data

A. L. Kindt Jr.
S/CAT Engg.

E. E. Avery
Prod Cntrl.

C. A. Kemper
Flt. Devel.

Diener, idea 'man of year,' hits $1,500 bond jackpot

Fifteen hundred dollars in U. S. Savings Bonds showered down on the unsuspecting head of Harry Diener, Plant 3 Honeycomb, on May 11. The occasion was the sixth annual Project Sterling Awards Luncheon, when the best ideas of the year are recognized with additional bond awards and with silver bowls. All the guests arrived at luncheon knowing they were to receive a premium for outstanding suggestions they had submitted, but none was aware of the year's high man until the official announcement was made by Bill Zarkowsky, President of Grumman Aerospace Corporation.

Other Company officers present included Bill Schwendler, Chairman of the Executive Committee of Grumman Corporation; Senior Vice Presidents Grant Hedrick, Joe Gavin, and Corky Meyer.

Diener was commended for a modest suggestion that, according to his foreman, Sid Higbie, has been extremely useful in identifying honeycomb subassemblies as they go through an acid etch bath. Diener proposed using lead tape instead of metal tags ("the tags sometimes fall off"). The lead tape also identifies the bonding side of the detail part so that the right side always gets turned toward an adhesive spray primer.

Diener was so overwhelmed by his good fortune that he still has not made any plans for spending his award money. "I'll just try and save it," he said. He's been six years with Honeycomb and 22 with the Company. And this was his first try at winning a suggestion award. Besides the $1500 in bonds, he received an engraved silver bowl.

Year-end review

The Employee Suggestion Awards Committee started the year-end selection process by reviewinig 230 suggestions that had received awards between July 1969 and June 1970. Their criteria for selectiion: benefit to the Company, present and future; originality; nature of the individual's job in relation to the suggestion.

The committee for this group included Vice President Larry Mead, chairman, Vice President Ralph Tripp, Jack Patton, Harry Kline, Tim Murphy, Bill Voorhest, and Joe Walker. This Awards Committee submitted six ideas to the Executive Operations Board, which chose THE outstanding suggestion of the year.

Annual savings, in time and material, were estimated to be $38,304.

Additional awards

Silver bowls and $500 bond awards were presented by Zarkowsky to these other year-end winners:

William Tennant, senior planner, Inventory Control, Plant 30, for suggesting the purchase of aluminum alloy sheets in the "as-rolled" instead of fully annealed condition.

Edward Moles, QC engineer, Plant 10, teamed with Clifford J. Polo, Mechanical Inspection, Plant 2, for development of a witness line system to afford a visual inspection scheme for electron beam welding of F-14 titanium fittings.

Harry Hicks, leadman, Hydraulics Production, Plant 2, for his idea to add an insert to reinforce tube bending blocks (plastic), to reduce breakage. Hicks has another winning suggestion in this month's roster of suggestions.

Vincent Gonzalez, Facilities Engineering, Plant 30, for a suggestion to establish a call-type purchase order to buy recorder charts from a single source instead of many.

Patrick Maguire, Manufacturing Office, Kennedy Space Center, teamed with Robert Beltrami, since terminated, also of KSC, for their idea to apply calibration due date stickers to tools when they are withdrawn from the stockroom instead of when they are calibrated. (Beltrami still collects his share of the award.)

These individuals each received a $100 bond award:

Steve Finkle, Material engineer, Plant 1; Stephen Holloway, Configuration Control, Plant 55, Savannah; Kenneth Kettenecker, mechanical technician, Plant 83, KSC; Albert Helrigel, Injection Moldiing, Plant 27; Thomas Hennessy, Systems Engineering, KSC.

Need new ideas

In concluding the annual year-end awards luncheon, Joe Milillo, head of Corporate Suggestions, pointed out that all employees are eligible to submit suggestions, and he would welcome at least one idea from every Grumman employee during 1971. To clarify the question of eligibility for awards, Milillo said, "There is a rule that states that 'line of duty' suggestions will be considered only for awards of non-monetary value.

"But this does not mean a foreman or leadman or engineer cannot submit suggestions. The corporate committee will make the necessary judgments regarding job relationship."

Look around for ways to help the Company reduce costs, he said. "Write down your ideas immediately and send them to us in the Corporate Suggestion Office. Don't delay."

Recent award winners include the following:

$375 - Harry Hicks (who also was a year-end winner)

$300 - Henry Behrens, Tool Fabrication, Plant 2

$250 - Julian Raby, Hydraulics, Plant 14

$200 - Dominick Visceglie and Walter Combs, Instrument Fabrication Repair, Plant 5

$125 - Maryann Ryan, Base Management, KSC; Veronica Clark, Critical Material Center, Plant 21

$100 - Michel Howie, Engine, Plant 55; Samuel E. Wilson, Instrument Fabrication Repair, Plant 33; Nicholas Carone, Final Assembly, Plant 36; Frank Kirby, Production Administration, Plant 5; Dominick Rullo and John Menell, Steel Parts, Plant 2; Stephen J. Petrowski and Paul N. Lovasz, Repro Services, Plant 2; Michael DeLuca and Louis Bittner, S/CAT Engineering Service, Plant 39

$75 - Charles M. Poitras, Profile Machine, Plant 3; Bernard Austein, E-B Weld, Plant 2.

$50 - Daniel K. Ridenour, Machine Shop, Plant 58; John Camarata, QC Tech Service, Plant 35; Paul Guido and Stanley Mayewski, Final Assembly, Plant 36; Edward Moran and Darrell Kidd, KSC Manufacturing; Frank Slinkowski of QC Inspection, and Salvatore Assenza, Final Assembly, both Plant 36

Second go-around. Harry Diener shone at the annual Project Sterling Awards luncheon. He was top gun with a $1,500 bond award and a silver bowl, presented in recognition of a modest but practical idea for identifying honeycomb subassemblies. (Photo by Nat Scherer)

Serota, Secretary and General Counsel, named Vice President at Grumman Allied

Wally Spielman, President of Grumman Allied Industries, Inc., announced last week the election of Jerry Serota as a Vice President of the Grumman Corporation subsidiary. He reports to Senior Vice President Bob Loar. Serota is Secretary and General Counsel for the corporation.

Jerry is a graduate of New York University's School of Commerce (finance and accounting) and School of Law. He was admitted to the bar in November of 1963.

Before joining Grumman Allied in May 1965 as corporate counsel, Serota was associated with Chadbourne, Parke, Whiteside & Wolff and, from 1963-1965, with O'Connor & Farber. Both are New York law firms.

The 33-year-old Vice President has administrative and legal duties for Grumman Allied. Jerry and his wife, Linda, have three children, Stacy, Jeffrey, and Lisa, and live in Syosset.

Jerry Serota

On the bookshelves

"AIRSHOW! Pictorial" just hit the bookstalls recently and for aerobatics buffs around and about, it should prove popular. The photo-essay features the Blue Angels, Thunderbirds, Reno Air Races, and Abbotsford Airshow, and although the price might seem a bit steep, $17.95, it has a number of dramatic photos with vignettes to match. Bill Johnson authored the effort which is published by Salisbury Press of Superior Publishing.

New image

"Heavies" take heart! Everybody may love a fat man but you can't prove it anymore by Joe Longo of Manufacturing Engineering. Joe, who once tipped the scales at 300 pounds (he's about five inches short of six feet), shed 70 pounds after joining Grumman's Weight Watchers. Keep your eye on him . . . he plans to keep on his diet until he reaches the 170 mark. What will power!

Spoilers trip over Bombers on way to Nite Owl bowling title

Perhaps Adlai Stevenson (in paraphrasing Abe Lincoln) said it best when describing his feelings on losing an election. He said that he felt like a little boy who had stubbed his toe in the dark. He said he was too old to cry, but it hurt too much to laugh.

And that may be just how the Spoilers of the Nite Owl bowling league felt recently on the way to winning the Nite Owl crown. There they were on the final night still holding a modest lead after breezing along ahead of the field all season long. And who should be more confident? Didn't they have three of the Owl varsity, Judge Locke, Ernie Jenkins, and Hank Kwiatkowski, in the lineup?

As a matter of fact, they did, but like Stevenson, no matter how much they had going for them, they were bounced, and rather rudely, in the finals. Ike did it to Adlai, and it was the Bombers who did it to the Spoilers—with a whitewash, yet. Marty Sousa, Bob Moszkow, Earl Schroeder (another Owl varsity bowler), and Harry Haase zapped the Spoilers, 11-0, to take the Owl crown.

Good Friends still

And it was a close race in the Patchogue Mixed loop, too. After a season-long running battle, the Good Friends ended up on top of the heap by whitewashing Doing Our Thing in a head-to-head finale. That big win was cemented in the windup by Norma Landin's 201-515, Maggie Gaynor's 516, and George Landin's 216-570—which, by the way, pushed the Friends to a series mark of 2087. (Dave Gaynor is the fourth member of the quartet.)

The DOT's, just one-half point behind the leaders, were headed by Gene Burgess's 205-550. Earlier, Lois Haas clicked for 203-533, Norma registered a 520, and Burgess led the men with 545.

Dan Aquilino fired a record 277 and Tom O'Connor reached 613 in the final round of the Aerospace loop, but it couldn't improve the Jesters' sixth-place finish. The Foul Four survived an 8-3 beating by the Cats to take the team title. In the Trader loop, the C.B.s edged the Crushers, 2-1, to assure their first-place finish. Benny Picone bid adieu to the season with a rousing 238-205-598 to lead the scoring, and he was followed by Jim Rose, 211-580, El Gunther, 212, and Al Stevens, 211.

Strangers in paradise

The big question in the Red league isn't who's going to win, but by how much. At last report, the Strangers were leading the loop by 66 points, and in a recent engagement, Bil Breehl's 220-223-607 and Lou Brida's 206-216-572 led the team to an 11-0 sweep over the Lucky Strikes, the second shutout in a row for the league leaders. Earlier, Breehl's 217-587, Brida's 201-212-592, and Ray Sutton's 211-211-603 were standouts. High in the circuit: Bob Nielsen, 244-211-652, followed by Ben Monte, 266-620, Joe Glasser, 223-206-606.

All over in Babylon

And the Shadows are waiting only for the season to end to celebrate their team victory in the Babylon Mixed loop. It's that final. Now leading by 29 points, Ed and Roseann Gabriel, Pat Sabatelli, and Rob Ogilvie can count their winnings and be assured of their trophies. In recent action, Bob Terry's 223-212-584 paced the scoring with Steve Cominski's 203-567 runner-up. Other highlights included Sig Bienkowski's 221-548 and Ed Gabriel's 552.

Near windup in tennis play

There was at least one major upset in doubles play and a couple of mild ones in singles as the first Grumman tennis tournament neared completion this week. The tourney attracted 71 entrants in solo competition and 33 doubles teams. As Plane News went to press, Fred Hermann, who was seeded No. 1, and Jacques Crouzet-Pascal, seeded No. 2, when play started, were ready to hit head-on for the singles crown.

Hermann, captain of the varsity tennis team, had a pretty easy time of it while whittling down five opponents, the last, Bob Bentler, 6-1, 6-1. Earlier, Fred had breezed past George Garaufis, 6-2, 6-2; Dick Bergman, 6-2, 6-1; Grant Hedrick, 6-1, 6-1; Jay Leng, 6-1, 6-1. Bentler had caused some stir earlier by knocking off varsity team members Dick Kline (seeded No. 3), 6-4, 3-6, 6-2, and Andy Kaufman, 6-1, 6-4.

Crouzet-Pascal, meanwhile, had trouble only with Don Bohling, 8-6, 4-6, 6-1. Among his other victims were Wil Klop, 6-3, 6-1; Jim Jehle, 6-3, 6-2; John Hsu, 6-2, 6-2; and Al Kirillin, 6-2, 2-6, 6-2.

Mitch Rosenbaum, 62-year-old coach of the tennis team, surprised a few of his younger opponents with his play in the open. Mitch went all the way to the quarter-finals before bowing to Al Kirillin, 6-1, 6-2.

In doubles play, top-seeded Grant Hedrick and Bill Wenzel were knocked out of the box the first time around. Bergman and Garaufis applied the coup de grace, 4-6, 9-7, 5-4 (the last by default). But again, Fred Hermann, this time teamed with Tom Guarino, eased past Ramirez, 6-0, 6-0; Penn-Mikul, 6-4, 6-0; Hsu-Kaufmann, 6-3, 6-2; and Nevil Milford-Gerry Foger, 6-3, 8-6.

Waiting to meet them in the finals are Val and Al Kirillin, a father-son combo, also members of the Grumman net squad. Their big test came against Crouzet-Pascal and Jay Leng in the quarter-finals, a match won by the Kirillins, 6-4, 7-5.

Alverson leads tee team

Willie Suppa, who was hitting the ball "forever," according to teammate Jim Alverson, faltered in the last three holes of a 54-hole qualifying test for the Grumman varsity and Jim slipped past him to win the top spot with a 236 total. Jim finished the final 18 holes with 79, to go with earlier scores of 81 and 76.

Suppa earned second with a strong finish, posting 77 and a 237 total on prior rounds of 82 and 78. Venerable Tony Cisco closed in third spot with a 238 on rounds of 77, 79, and 82. Bob Holsten won the fourth position on the starting golf squad as he toured the Bethpage Black course in 77. His 241 total included earlier scores of 81 and 83.

Rounding out the varsity squad are Steve Gray, 85, 82, 80 - 247; Larry Anderson, 82, 82, 84 - 248; Caesar Roscigno, 83, 84, 82 - 249; and Vin Annunziata, 81, 86 84 - 251.

Grumman is defending champion—and has been for about 10 years—in the L. I. Industrial golf league. Loop play is expected to begin in a couple of weeks.

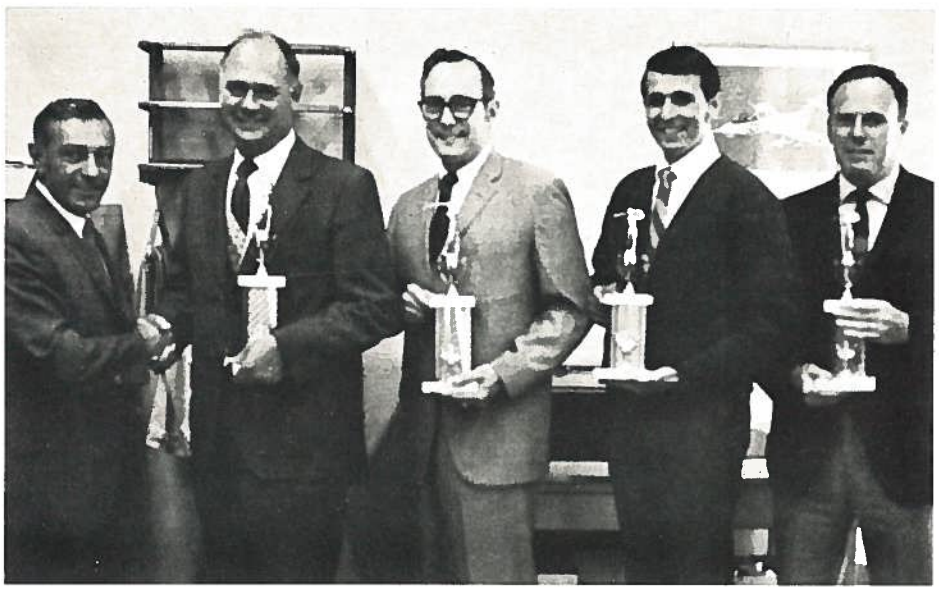
Gun Club sets June 5 for annual pistol meet

The Grumman Rod & Gun Club expects a heavy turnout for its sixth annual pistol tournament scheduled for Saturday, June 5, at the Islip Town gun range. National Rifle Association pistol rules will govern the competition, with all firing conducted over a 25-yard course. Entry deadline is today, Friday, May 28.

Heading the tourney for the Rod & Gun Club are Howard Liebman, executive officer; Warren Strittmatter, chief range officer; and Gene Walkowiak, chief statistical officer.

Competition in .22 caliber and center fire in 12 classifications will decide the overall pistol standout of the meet. Individual and team awards will be presented in master, expert, sharpshooter, and marksman competition.

That time again. Softball play has started in all Grumman lunch leagues and in after-hours loops as well. This scene, captured at Plant 2, shows a segment of the Avengers-Gnomes tilt, won by the Avengers, 12-2. (Photo by Bob Settles)



Tee titans. Headliners in the annual golf tournament held at Pt. Mugu, Calif., were congratulated on their high finish by tourney director Dan Case (L). Top tee scorers were Tony Benjes, Frank Palermo, Dick Giberti, and Frank Langdon.

Last call for kickers tourney; set Mixed Pinehurst dates

Time's running out for registration in the GAA kickers golf tourney scheduled for Tuesday, June 15. Registration for the tournament, which will be staged over Bethpage's Blue course, should be made with Mike Cherry of GAA, Plant 28B. Entries will be accepted on a first-come, first-served basis, as the field will be limited to the first 80 golfers

The entry fee, $12 each, provides for greens fee, reserved starting time, a chance at various prizes, and a buffet dinner following play in the Bethpage club house. Cherry suggests that whenever possible golfers should sign up as foursomes, and appear at the first tee one-half hour before scheduled tee-off time to avoid losing starting position.

There will be low-gross prizes for men and for the senior division (over 50). The net for men and women and kickers' prizes will be decided by the Callaway handicap system. Those who are eligible for the senior division may inform Cherry at the first tee if they wish to compete in that division.

A golfer may win only one low-gross or low-net award. The kickers' drawing will include those who have scores between 70 and 80 after handicaps are deducted from gross scores. Prizes will be distributed following the buffet dinner.

The first Mixed Pinehurst event of the season will be held the next day, Wednesday, June 16. Tee time will be between 4:30 and 5:30 p.m. and entries will be accepted by Cherry at the GAA office on a first-come, first-served basis, as the field will be limited to 60 players.

Entry fee is $4 for each player. There will be a team award for low gross and many kicker prizes.

In Pinehurst play, both partners tee off, hit each other's drive on the second shot, and then select the best ball for the third and subsequent strokes, alternating shots until they hole out.

Other Pinehurst tourneys are scheduled at Bethpage for July 21 and August 18.

Berka's hot hand cools pistol competition

Al Berka of Security had a hot hand in a recent pistol match that involved some of the top marksmen in the tri-state area. Fifty-six competitors from New York, New Jersey, and Connecticut met in the '300 Gun Club Invitation' at the Islip Town range a couple of weeks ago, and when the smoke cleared away, Berka had collected 10 awards, good enough to earn for him the 'grand aggregate' prize as the top gun.

In the match, which involved time, slow, and rapid firing, and national match course and aggregate competition, also, Al picked up four firsts and a third in .45 caliber firing over the 25-yard course, and a first and four seconds in .22 caliber.

Berka registered 864 in .45 and 873 in .22, giving him a grand total of 1737 out of a possible 1800.

Zarod paces early scoring in Blue tee loop

Al Zarod signed in with 40 for the back nine on the Blue course to lead the scoring in recent Bearcat play at Bethpage State Park. Last week, Zarod gained a tie for low gross scoring with 41, a figure matched by Walt Wenchel and Joe Szymanski. Joe also picked up a birdie-4 on the 469-yard sixth hole on the Yellow course.

Although they weren't among the low scorers, Al Burger and Sam Avati led the team scoring with 27 points, while Frank Galluccio heads the individual standings with 15 points.

In the first round, Carmine Lagnese garnered runner-up honors to Zarod with 42, and was followed by Burger, 44, and Galluccio, 46. Burger collected two birds and Frank scored one in the round.

Keane sees best Intruder team since '67 national champions

Grumman is fielding the strongest varsity softball team since it won the 1967 National Championship, according to manager Jack Keane, and has gotten off to an excellent start this season. Behind some long needed home run power, the Intruders swept double-headers with Republic and the Emporium, early Suffolk County League opponents, and split a twin bill with Suffolk A. C. at Grumman's Wyandanch field.

Keane announced that the Intruders will play a number of games on the recently refurbished Wyandanch facility. Grumman will be at home against Suffolk County League teams on June 4, 16, and 23. Keane says that the Intruders are anxious for everyone at Grumman to come out and see them play, and he feels that the Wyandanch facility provides an excellent opportunity for this.

Mike Sabia, long an outfield mainstay of the team, was selected as the team's captain by his mates for the 1971 season. Sabia has been moved to the mound by Keane to give that position some offensive batting punch and to make room for some of the outstanding outfield prospects this year. Sabia, who is no stranger to slow pitch hurling, has been impressive.

Mound strength

In addition to Sabia on the mound, Jack Keane will use Don Lundergan, who pitched well for Grumman last year, and Al Wallace, who has returned after a seven-year absence from the roster! Veteran Bob Hieter will also be available when he returns from Grumman's Stuart facility early this summer.

Joining veterans Ken Smith, Fred Neuscheter, Wes Douglas, Bill Diercks, and Joe Stalzer in the outfield are Bob Wagner and Ron Bartlett; both have been hitting well. Tom Smith, a member of the 1967 championship team is also back and will see duty in the outfield, at third base, or behind the plate.

The Intruders will field an infield deep in experience. Hal Manaskie and Don Pagnozzi are available at shortstop, and Jim Karika and Joe Rivera share second base. Karika is also a fine shortstop. Heavy hitting Dan Cooper is back for duty behind the plate or in the outfield, and one of the leading hitters from last year's team, John Andrews, will also play third base. Add Joe Cavaluzzo, who has been one of the Intruders' stars since their formation in 1960, and freshman Gene Ricco, who hits with power, and the Grumman lineup is most certainly impressive, Keane feels.

Heavy schedule

The Intruders will be tested in three leagues: Suffolk County, Jones Beach Industrial, and Cantiague Park Open. Double-headers are scheduled at the Beach on June 24 and June 30. The Cantiague schedule is not yet available.

On June 18, the Intruders travel to Providence where they will open defense of their Eastern Invitational Tournament title. Since inception of the annual event four years ago, Grumman has won every tournament. The team will also travel to Richmond in July for another tournament and hopes to play home-and-home series with out-of-town teams, probably on the Wyandanch field.

They're priming for the Metro Industrial Tournament at Jones Beach starting August 14. Grumman will be the host team for that event, and Jack Keane hopes that they'll be poor hosts and win the tournament, thus qualifying them for the National Championship in York, Pennsylvania. There is no disguising Keane's or the team's enthusiasm about their chances to have a replay of 1967. They won it all that year—remember?

Garden Forum lists schedule for shows

Only two Grumman flower shows are scheduled for the rest of the year: the Rose Show, at Plant 5 Cafeteria on Thursday, June 17, and the Chrysanthemum, Dahlia, Fruit & Vegetable Show on Wednesday, October 27, at Plant 28. Kay Zuk of Employee Services is this year's Garden Forum director, and she hopes to stir some new interest among personnel who don't ordinarily expose themselves to flower shows.

The managers for the Rose Show are those two seasoned rose pros, Pete Haring and Chuck Belensky. Novices and retirees are urged to exhibit, and they may have advice if they want it on the morning of the show. To qualify as novice, you will have won no first prize in any show, in any class.

Besides trophies, Flight Shop certificates are offered as prizes. Bulletin board posters carry additional details.

Pin champs invitation

With 26 teams already signed up, and five more expected, the Tournament of Champions scheduled by the Athletic Association for Sunday, June 6, at Sheridan Academy in Mineola should be a swinging affair.

This is the first time that all champions in Company leagues on Long Island have been invited to compete in a season windup. The tourney will be set up for four bowlers on each squad (each squad may have two alternates) and they will roll three games on an 80 percent handicap basis for the overall team title. Total pinfall determines the winner.

Entry fee is $5 per team. In addition to the team title, there will be a total of 10 individual prizes.

Official rules may be obtained from the Athletic Association, Plant 28B, Ext. 2133.

Grumman wins study contract for hydroport in N.Y. harbor

Two years ago Grumman presented a proposal to the City of New York for a 10-block-long STOLport on the west side of Manhattan. Although it appeared to open up for inter-city air commuters a practical means of circumventing the massive traffic of the big urban airports, the plan ran into funding and political snags and got no further. Undaunted, Grumman went ahead with another proposal on a more modest scale for a hydroport (or pre-STOL) facility in the Wall Street area, east of the Battery, the intent being to show that a market does exist and that Grumman's experience in building amphibians and providing services could be useful.

Something came of it. On May 10 Senior Vice President Grant Hedrick signed a contract with Charles Leedham, New York City's Commissioner of Marine and Aviation, to undertake a four-month technical feasibility study of a hydroport for New York. Henry Prew of Advanced Concepts is directing the $50,000 Grumman study.

"We see commuter air transportation over the East River as not interfering with normal airport traffic," Prew said. "Our proposal envisions an economical layout something like a boat marina, with ramps and floating docks. We are thinking of using, to begin with, turboprop amphibians and seaplanes capable of carrying, say, 30 passengers for distances of 25 to 200 miles, city center to city center. Philadelphia and Boston have indicated their interest; Baltimore and Boston are other potential centers for inter-city commutation.

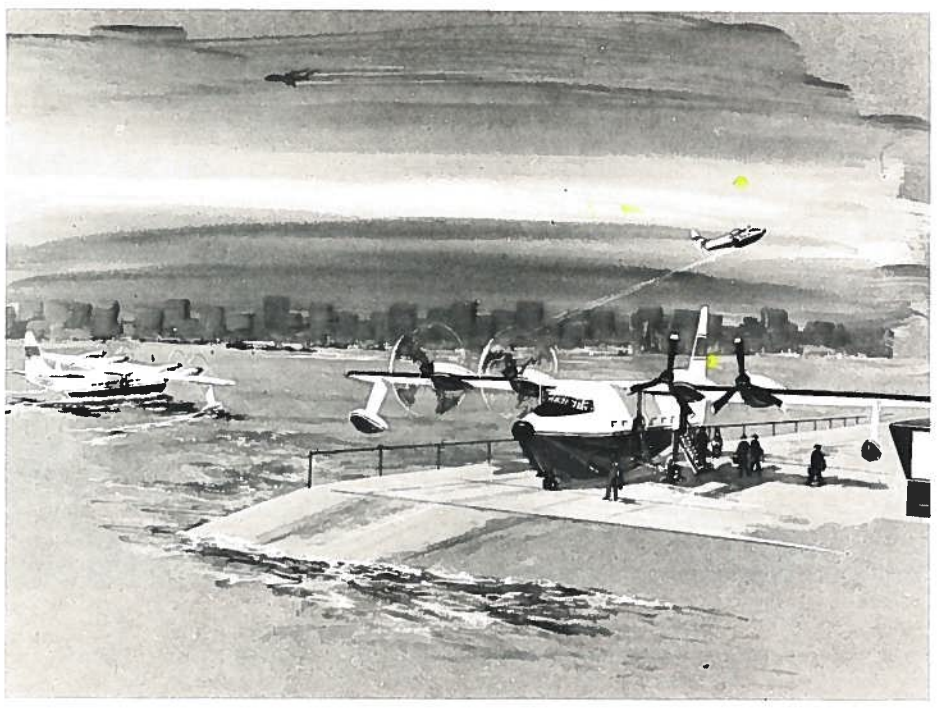
"The planes? Possibly Canadian-built de Havilland Twin Otters on floats, capable of carrying about 20 passengers. These are available now. Grumman Albatrosses are becoming available from the military, and these, fitted with new turboprop engines, could be suitable for our projected 30-passenger loads. Grumman looks ahead to the 100-passenger version of the Japanese Sin Meiwa SS-2 STOL amphibian, in the mid '70s."

Modest concept

Problems that proved formidable when Grumman was considering a STOLport (Short-Takeoff-and-Landing facility) on the Hudson River, west of the Battery, are not so great for the more modest hydroport concept. The three metropolitan airports might welcome it because it would pick up their lean-profit short-haul traffic and cut automobile pollution and congestion around the airports. Compared to the big airliners, noise level would be low. Other problems that are to be examined in Grumman's four-month study have to do with debris in the surrounding waters, air traffic control, ship traffic in the East River, and financing.

Commissioner Leedham points out that the airlines that service New York City could reduce their daily flights because "they are operating at an incredibly low percentage of capacity. They could reduce the number of flights, inconvenience almost nobody, and reduce the congestion at the airports."

"Our study is one step toward a whole new market," Prew said last week. "A first step toward city-to-city center transportation."



Job for amphibians. **Sketch by Jim Rodriguez shows a Manhattan hydroport on East River with Brooklyn in the background. Grumman has contract with New York City for feasibility study. Layout resembles boat marina.**

E. J. Rath
Prod. Cntrl.

R. C. Specht
Proj. Engg.

B. R. Howard
Prod. Cntrl.

They're celebrating

(Continued from page 6)

PLANT 28: Chester G. Baumgartner, GAA.

PLANT 30: Ronald M. Busch, Inventory Control; Arthur W. Cassell, Product Support; Anthony Miraglia, Facilities Maintenance.

PLANT 34: Percy E. Paramore Jr., and Douglas H. Rasmuson, Product Support.

PLANT 35: Joseph A. Pusateri, Structural Designers.

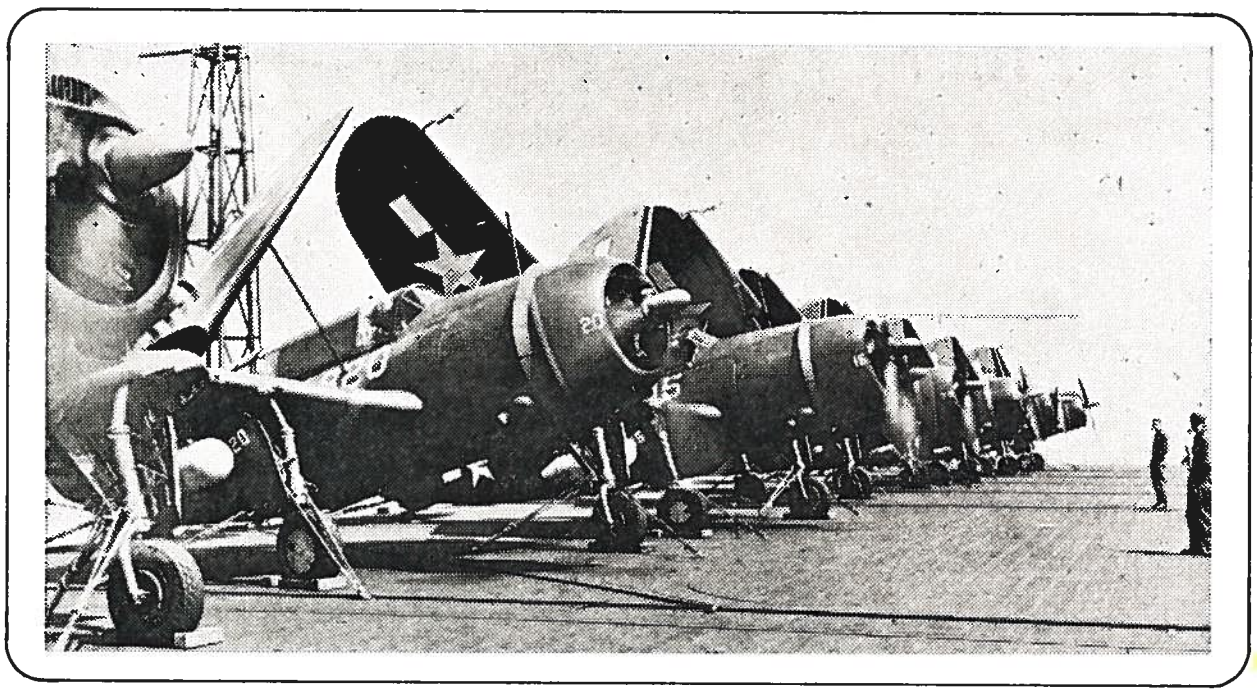
PLANT 36: Andrew J. Hejnas Jr., Final Assembly; Joseph Theobald, Product Support.

PLANT 38: Marianne J. Krupa, Product Support.

M. V. Ball
Contract Rev.

W. C. Schoen
Mission Anal.

K. F. Phillips
Matl. Cntrl.



Looking back: big wind aids carrier

A 25-year-old issue of Plane News had a note on something long gone called "Operation Pinwheel." Plane News shows Navy planes, Hellcats and Corsairs, lined up on a carrier deck, helping the Navy turn a big carrier in a harbor where the ship could not get enough headway under its own engine power. The turning is done, says the article, by the propellers of planes secured to the flight deck. The spinning propellers exert a forward pull in the direction in which they are facing. The operation was first used as an emergency measure in Guam harbor in 1945. In these days of jet engines and helicopters, "Operation Pinwheel" sounds like something out of a Rube Goldberg suggestion box.

The Grumman Flying Club, called, in 1946, "Flight G," announced the arrival of a new two-place Cub trainer. Club President Art Romeo said women were increasingly interested in taking flying lessons; Helen (Peg) Hewitt, now of KSC, was the first feminine member of the club to solo.

An eight-year-old G-21 Gray Goose, all battered and torn, limped into Plant 4 for repairs. It had flown from Ecuador, where its hull had been mangled when it landed in a river rapids. It belonged to the Asiatic Petroleum Company and had seen eight years of rugged service in Central and South America.

Guard Frank Neri drove a 1912 Model T Ford in to work to show it off. He said it had gone 240,000 miles and was getting 24 miles to the gallon.

In Plant 1, Welfare installed a coke machine and two stamp (1 cent and 3 cent) machines (where **did** they go to?).

Newcomer to flower exhibits spins big upset in Tulip show

"I almost didn't enter," said Margaret Sanfilippo of Personnel Records, Plant 35, after winning best in Show at the Tulip exhibit held May 12 in the Plant 35 Cafeteria. When Jake Bussolini, director of Operations and Administration for Product Engineering, presented Margaret with a silver bowl, her "thank you" was preceded by "I can't believe it. Is this (trophy) really mine?"

When her name was called again (and again), for first and third prizes in the Novice category, she said, almost to herself, "I don't believe it." And no wonder. This was only the second time she had entered a flower show. The first time she removed the leaves from the stems of her roses to impress the judges. "I thought they might detract from the beauty of the roses."

There was a smile of relief on Bussolini's face when he realized a mistake had not been made in the Single Tulip category. He had just presented Frank Sadowski with first prize when Frank's name was called again, and again, and again. No mistake. Frank's tulips took first, second, third, and honorable mention. All told, he took home five prizes in all.

In spite of that, Sadowski wasn't the biggest winner. That slot was shared by Dorothy Kappenberg and retiree Mal Ketcham. Between them they split 12 awards.

Kay Zuk of Employee Services, Garden Forum direcor, was very pleased with the attendance. "Over 500 people showed up to view the displays." And what a display it was. Tulips and assorted seasonal flowers all sizes, all colors, numbered 160 entries in all. "This is the largest crowd we've ever had," Kay said. "I think it's because we're holding it in a different plant." She went on to say that "from now on our shows will be at various plants in the Bethpage area. This will make it more convenient for people to participate. Our Rose Show will be held June 17 in Plant 5 Cafeteria." And for further inducement, gift certificates are being presented to all prize winners along with the trophies.

The judges, Otto Langhans, L.I. Press garden editor, and Ralph Snodsmith of Mabel Squirers had the task of evaluating all the entries and choosing the winners. Not an easy task. Each flower was lovelier than the next. But they made their decisions and the winners are listed below:

SINGLE TULIP: Frank Sadowski, 1, 2, 3, & HM

PARROT TULIP: Steve Kertesz, 2, 3, & HM (no 1st prize)

NARCISSUS: Mal Ketcham, 1 & 3; Lynn McDonald, HM (no 2nd prize)

SINGLE SEASONAL: Mal Ketcham, 1 & 3; Frank Sadowski, 2; Bill Hill, HM

TULIP ASSORTMENT: Charles Duff, 1; Mike Smith, 2; Dorothy Kappenberg 3; George Wagner, HM.

NARCISSUS ASSORTMENT: Mal Ketcham, 1 & 3; Dorothy Kappenberg, 2; Margaret Stanco, HM

SEASONAL ASSORTMENT: Karl Hagen, 2; Gus Preiser & Charlie Chlanda, HM (no list & 3rd prize)

NOVICE CLASS: Margaret Sanfilippo, 1, 3, & Best in Show; Nat Franzese, 2; Rosalie Le Porte, HM

ARRANGEMENTS: Dorothy Kappenberg, 1, 2, 3, & HM; Arline Montgomery and Jean Manahan, HM.

First time. **Margaret Sanfilippo remembers stripping the leaves from a rose she once entered in a show. This time, her tulip won a blue and 'Best in Show.' (Photo by Nat Scherer)**

Product support

(Continued from page 3)

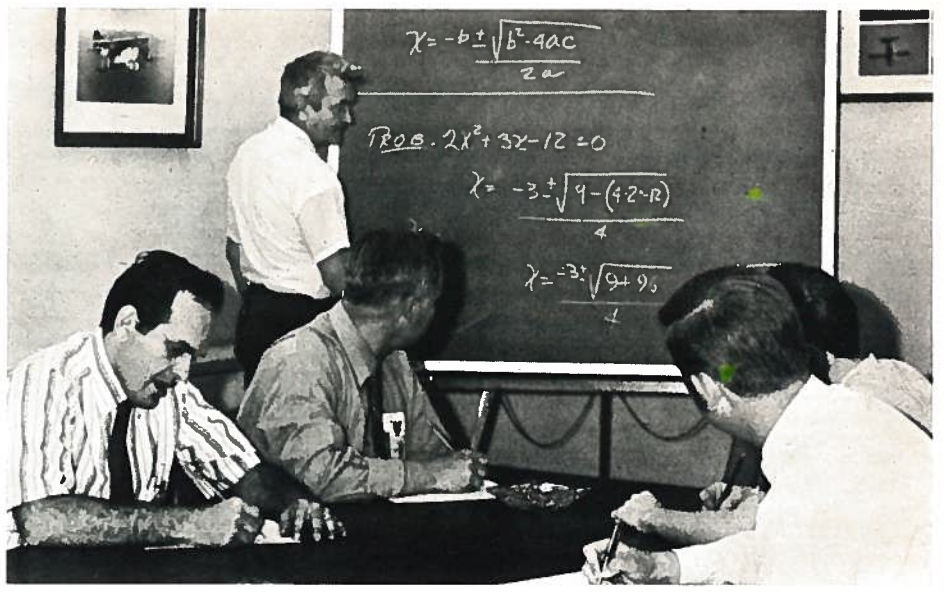
the Navy an operational aircraft that is completely supportable from its initial introduction into the Fleet." But ILS is as applicable in the commercial world: It involves maintainability, reliability, planned maintenance, spares and repair parts, tools and test equipment, transportation and handling, facilities identification and selection, technical manuals, personnel and training, contract maintenance, and funding. It all adds up to product availability on a continuing basis.

Total support

As Menniti says, "The job of Product Support is simply the total support of a product whether it be an aircraft, spacecraft, hydrofoil, or a piece of support equipment proper." It should be emphasized that Product Support does not manufacture anything. The manufacture of support equipment is provided for by the Manufacturing Department, mainly in Plant 33 in Syosset.

So Menniti's job is strictly the sale of Grumman's support capabilities and resources, commercial or military, captive or independent. "Naturally, we interface closely with Business Development and Grumman International, for P/S is a world-wide service organization."

What Menniti's group is doing now is to increase total departmental sales and "independent" sales beyond the five-to-six percent level—hopefully very much beyond.



The dawn makers. **It's very early in the morning when Ken Lippincott (standing) gets together with his students. Latest early birds (L to R) are Cecil Walling, Joe Herbrecht, John Williby, Ron Roberts. (Photo by Cary Van Sickle)**

Lippincott attracts early risers in 'sunrise semester' at Savannah

SAVANNAH, GA.—There are some cynics around, some people who, for obscure reasons, think that helping someone out is "do goodism"—an attitude to be somewhat sneered at.

Fortunately, there are people who see civility and concern for others as a positive attribute. Such a man is Savannah's Ken Lippincott.

You may also call Ken Lippincott a self-made man, a man who (as he puts it) "went from grammar school straight to college." He says it with a smile in his voice, without pretension. And that large academic leap is pretty much the way it happened.

The likable Lippincott is greying now—after all, he's 56 and entitled to age a little—and his speech is mellow and low-keyed; that seems in-the-mold for a man who's often called "the professor." And the title should not be treated lightly for in his spare time he teaches math and physics for Plant 55 Grummanites and is not averse to tutoring.

But the big distinction is something termed the Sunrise Semester in which he and a band of hardy souls came to the plant an hour early—6:30 a.m.!—on an educational mission: Ken taught them algebra, physics, and trigonometry. The latest "graduates" are Archie Bauer, Joe Herbrecht, Ron Roberts, and John Williby. And if you think the course was a lark, well, 14 enrolled. (It was a little tough on Williby, who worked some nights as a musician; but he pulled down a grade of 88.)

Lippincott came to Plant 55 in the fall of 1969 after having been in electrical design at Grumman's facility in Cape Kennedy. And if you wonder how a guy without a high school education got so far, well:

After a stint in show business (summers) and the merchant marine, he joined the Navy in 1934 and spent about four or five years in China. After that he was assigned to training members of the Naval Reserve. He spent 13 years (1941-1954) at Fort Trumble Officers' School, where he got a commission and his first instructor's job, teaching math, machine shop, and diesel. He later taught math at Kings Point Academy and then attended Hofstra and Brooklyn Polytechnic Institute (1953-1958). Wherever he was, somehow he did some teaching on the side.

Some of the passion for teaching may have been a spill-over, since both his mother and grandmother were teachers. But one suspects that that was just a part of it, perhaps a rather small part, as witness the way he views it:

"So many people helped me so much along the way. I wouldn't be what I am today—or where I am—without them. They opened the doors, they pushed me a little. My wife, Evelyn, helped a lot, too. The best way to show your appreciation is to do something. . . ."

OBITUARIES

Plane News has received word that death has come to the Grumman personnel listed below. We extend sincere sympathy to relatives and friends.

RONALD J. CHADWICK died May 14 at the age of 26. He had been with the Company since 1969 and he worked in Rocket Propulsion, Plant 25. His home was at 193 Washington St., Hempstead.

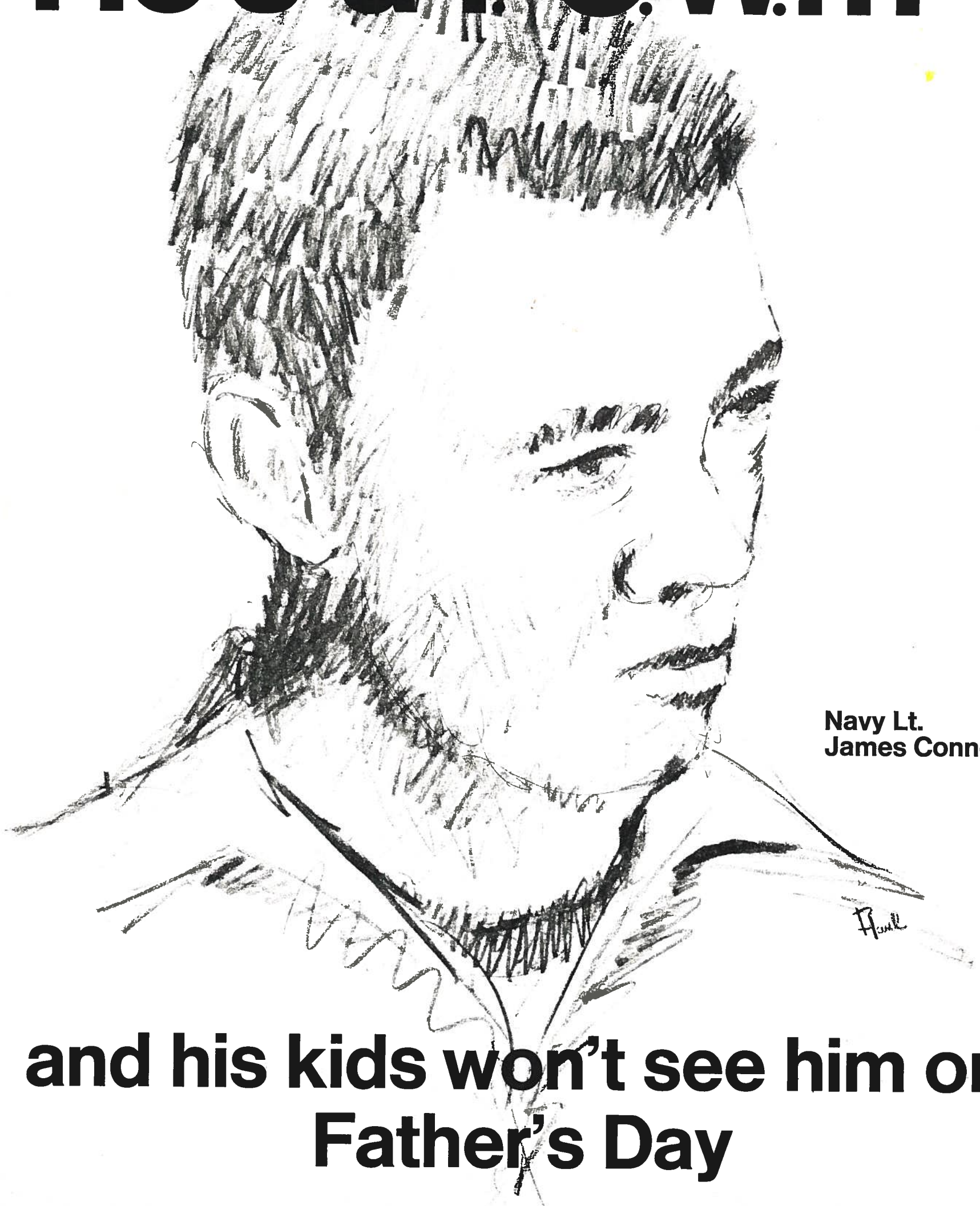
FIORAVANTE (FRANK) VISCONTI of Aerodynamics, Plant 35, died May 20 at the age of 50. He had been with the Company since 1951. He lived at 188 Floral Ave., Bethpage.

FRANCIS NOONAN of Receiving, Plant 21, died May 21 at the age of 56. He had been with Grumman since 1950 and lived at 7 Denton Place, Farmingdale.

FLETCHER ALEXANDER died May 22 at the age of 45. He worked in Major Sub-Assembly, Plant 1, and he had completed six years with the Company. He lived at 1375 Nelson Ave., the Bronx.

PETER H. VAHJEN, foreman of Facilities Maintenance, died May 22. He was 52 years of age, had been with Grumman since 1943, and lived at 80 Fisher Ave., Islip Terrace.

He's a P.O.W....



Navy Lt.
James Connell

and his kids won't see him on Father's Day